

BITTER STRUGGLE

Senators Divided on Railroad Rate Legislation.

WOULD NOT ACT HASTILY

Senate Determined to Thoroughly Investigate All Phases of the Railroad Problem Before Taking Any Action in Matter.

ASTORIAN NEWS BUREAU, Washington, D. C., March 14.—Conflicting demands of those favoring more stringent rate legislation for railways, is being made the excuse for much delay. Again, real friends of this cause, believing the present plan of the administration insufficient are being criticized for purposes which they do not harbor. Between these unfortunate conditions for the cause that has popular approval at the present time, and the real opposition of railway interests, the struggle through the Senate is bitter and slow.

In view of the fact that the House gave only about three days time to the regulation measure passed at the last session, and the unanimity demanded by party managers when the Hepburn rate bill was pending in that branch, many senators justify their deliberation. They argue that it is one of the most difficult problems faced by the American people. Government interference with private property interests on one hand, and the exceedingly abstruse nature of rate-making on the other, which forms two formidable walls limiting the range of legislation, complicate the situation and cause senators to produce a multitude of court decisions for guidance. Decisions on some features of rate-regulation have been conflicting, thus adding fuel to the trouble flame.

State regulation has not always been uniform, late enactments varying materially from principles laid down in the first efforts of state control. Some of the best state statutes, from popular view, differ from the plan that has been adopted by the administration and its champions. Decisions of the Supreme Court on some of the most vital points involved have been with a divided bench.

If rate-making is to become a per-

manent duty of the Inter-State Commerce Commission, this body's functions will be so vastly extended that it will have to be put on a different basis than it is now, and the appropriations for carrying out the work will have to be large, for the problem will require expert talent that commands high remuneration for services. It is also conceded by friends of rate regulation that the commission has in the past made some mistakes. Its infallibility when exercising the vastly greater duties is not expected, and serious thought has been given to remedial procedure when the commission makes mistakes. If this is to be through the courts, judicial review will of necessity have broad scope.

Railroads are closely interwoven with industrial welfare throughout the country. Present tariffs and schedules have made cities and governed in location of factories. If the system of rate-making, involving differentials, long and short haul questions, terminal point problems, water competition and other technical features, is to rest in hands determined to alter old conditions, the effect on the country is bound to be far-reaching.

While pressure of an unusual character is being brought to bear on senators, many who have established their friendly interest in the general cause, insist upon being given time to probe the question more thoroughly. Even if action is taken by the close of this session, some who will vote for increasing the power of the Inter-State Commerce Commission, will feel that they have acted without sufficient deliberation.

WESTERN CONGRESS.

Annual Salvation Army Congress Will Convene.

CHICAGO, March 14.—The first annual Western Congress of the Salvation Army will convene here tomorrow night with Commander George A. Kilbrey, as president. It is said that between 400 and 500 officers of all ranks will be present.

Commander Eva Booth will arrive here tomorrow and will meet her officers in two sessions on Friday. In the evening she will deliver her address, "Wonderful," in orchestra hall.

Commissioner Kilbrey will confer with his field and staff officers all day Saturday and will conduct three revival meetings Sunday, Monday and Tuesday will be given to councils for the staff officers of the west, and Tuesday evening the final public meeting of the Congress will be held.

The very best board to be obtained in the city is at "The Occident Hotel." Rates very reasonable.

LEASING OF RANGES

School Land in Texas and Wyoming Leased.

STOCKMAN USE THE RANGES

Experiments in Range Leasing on a More Limited Scale, Favored by Cattle Interests and Sheepmen Also Favor the Plan.

ASTORIAN NEWS BUREAU, Washington, D. C., March 14.—Two examples of range leasing in this country, which are being given unusual attention just now, are Texas and Wyoming. They are brought under the limelight by general developments regarding lease of Western range lands yet owned by the government. Representing two distinct regions, where stock interests vary in proportion to the agricultural, they have especial interest, and will be studied more exhaustively in the next year or two.

Texas is peculiar among all later acquisitions of territory by this government, in that it entered the union with a fully organized state government, which was recognized and treated with Texas owned her own public domain. Grants were made for educational and other purposes, mainly the former. All of the land available in the state for leasing now belongs to the public schools and higher educational institutions. But in the handling of this range leasing has been practiced for several years, with a measure of success that commands the praise of stock interests. Leases are for low figures, the lands bringing from five to eight cents an acre annually. As some of the school grants were in large blocks, range-leasers may acquire considerable areas for stock raising.

In Wyoming the school lands only are leased, and as the major portion of the grant to the state there was in the 16th and 20th sections of each township, there is less opportunity for a large block of grazing land under one lease. A portion of the school land having been selected, is in larger tracts than single sections, and this is often let in one large range. But despite the difficulty for extensive leases, stockmen of Wyoming protest loyalty to the leasing principle as illustrated there. Where leases are granted, the stockmen assert that there is far better control of the range, absence of overstocking, no range wars and a security to the property owner which approaches close to private ownership of the land.

There have been other experiments in range leasing on a more limited scale, which have not been used so much in evidence by the range leasing champions. Cattle interests are being converted rapidly to the policy and would probably now be near a unit for it, were it made an issue. Sheep men are more divided, but are also found to be leaning in that direction, and are expected by administration forces to be aligned for the cause whenever it is up for determination in Congress.

CHEAP RATES FOR THE EAST VIA THE O. R. & N. CO.

The following list represents a few of the Eastern points from which Colonist rates shown below will apply via the O. R. & N. to Astoria from February 15th to April 7, 1906:

- Atlanta, Ga., \$46.75; Pittsburg, Pa., \$42; Baltimore, Md., \$49.75; Washington, D. C., \$49.75; Boston, Mass., \$49.90; Peoria, Ill., \$31; Buffalo, N. Y., \$42.50; Oklahoma, O. T., \$30; Chicago, Ill., \$33; St. Louis, Mo., \$30; Cincinnati, O., \$30; Kansas City, Mo., \$25; Cleveland, O., \$40; St. Joseph, Mo., \$25; Detroit, Mich., \$39.75; Omaha, Neb., \$25; Montreal, Que., \$48.90; Sioux City, Ia., \$25; New York, N. Y., \$50; St. Paul, Minn., \$25; Philadelphia, Pa., \$49.75; Minneapolis, Minn., \$25.

Money can be deposited here for tickets which will be delivered to passengers at any point in the east without extra charge. For further information apply to G. W. Roberts, agent, O. R. & N. Company.

Torture By Savages.

"Speaking of the torture to which some of the savage tribes in the Philippines subject their captives, reminds me of the intense suffering I endured for three months from inflammation of the kidneys," says W. M. Sherman, of Cushing, Me. "Nothing helped me until I tried Electric Bitters, three bottles of which completely cured me." Cures Liver Complaint, Dyspepsia, Blood disorders and Malaria; and restores the weak and nervous to robust health. Guaranteed by Chas. Rogers, druggist. Price 50c.

IN THE SUBWAY.

Mayor Dunne and Party Ride Through Tunnels.

CHICAGO, March 14.—Mayor Dunne and a party of city officials were whirled through the tunnels under Chicago's downtown streets yesterday at a rate that almost took their breath away and left them impressed with the vastness of the network of subways that has been increasing until now there are forty-five miles of underground railroad.

With the mayor were Chief of Police Collins, Superintendent of Streets M. J. Dolerty, City Electrician William Carroll and City Engineer Shaw. Mr. Geo. W. Jackson, chief engineer of the Illinois Tunnel Company, conducted the party. Entering through the main office of the company at 177 Monroe street the party stepped into a "life" and took seats in a car fashioned after the manner of European railroad coaches. It was the first time the mayor had been through the tunnels, and he was alert with curiosity. The "lift" dropped forty-two feet and the car in which the visitors were seated, much to their surprise, was coupled to an electric locomotive, looking something like an automobile and operated after the manner of the miniature railways in the pleasure parks.

The car held ten men. Sitting upright their heads almost touched the trolley wire, which gave the power to the motor. To the clanging of bells and the signals of switchmen down the tracks, the train started.

Whisking past switches, the passengers saw train loads of freight and dirt and coal waiting for the municipal car to pass.

Down Monroe street to Fifth avenue, north to Washington street, east to Dearborn street, north in Dearborn street to Randolph, east to State street and south in State to Washington street the car before the first stop was made to view the work being done at a new building excavation. The next stretch was north in State to Randolph, east in Randolph to Wabash avenue and south to Madison street.

The car next ran west in Madison street to Dearborn, south in Dearborn to Jackson boulevard and west in Jackson to the Federal building.

SHEEP MEN PROTEST.

SALT LAKE CITY, Utah, March 14.—Sheepmen of Idaho, Western Wyoming, and Utah will protest against a recent order of the Bureau of Animal Industry of the department of the interior to the effect that sheep entering forest reserves must have been dipped within ten days prior to such entrance. E. H. Callister and John S. Mackay, both of Utah, will leave for Washington today in an endeavor to have these restrictions removed. The sheepmen also claim that a rule which prohibits the shipment of undipped sheep across the state border also works a hardship on them.

DEPEW BETTER.

NEW YORK, March 14.—The World today says:

Senator Chamney M. Depew about whose whereabouts there has been much speculation for several days, is at his residence in this city, 27 West Fifty-fourth street. It was said there last evening that Mr. Depew's condition had improved greatly and that he would be able to leave his home in a few days. It was also stated that the Senator had been indoors for several days with a slight cold and that at no time was his physical condition serious.

SAIL FOR EUROPE.

Chinese High Commissioners Leave This Country.

NEW YORK, March 14.—Prince Tsai Tse, high commissioner Shang Chi Heng and Li Cheng To, envoys of the Emperor of China, their secretaries and attaches, sail on the White Star liner Baltic at 8 o'clock this morning, to continue their investigations in England, France and Belgium.

The Prince said last night: "I have greatly enjoyed my visit to this country and the uniform courtesy that has been accorded me, including the reception by President Roosevelt, has deeply impressed me with the friendly attitude of the American people. I believe that such contact makes for a better understanding and must bring benefits to both of our peoples."

Doctors Are Puzzled.

The remarkable recovery of Kenneth Melver, of Vanceboro, Me., is the subject of much interest to the medical fraternity of a wide circle of friends. He says of his case: "Owing to severe inflammation of the throat and congestion of the lungs, three doctors gave me up to die, when, as a last resort, I was induced to try Dr. King's New Discovery and I am happy to say, it saved my life." Cures the worst Coughs and Colds, Bronchitis, Tonsillitis, Weak Lungs, Hoarseness and LaGrippe. Guaranteed at Chas. Rogers' drug store. 50c and \$1.00. Trial bottle free.

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SCRUBWOMEN'S UNION.

Organization Effected to Raise Wage Scale.

NEW YORK, March 14.—A special to the Tribune from Portland, Maine, says: "The Housekeepers of Maine will have a new source of trouble with the new Scrubwomen's Union, the first lodge of which was organized last night, gets its organization completed through the state. The Scrubwomen of Brunswick met and elected Mrs. Delia Nelson president and Mrs. Cyrus Cobb, secretary-treasurer, and adopted a uniform scale of 20 cents an hour instead of 12 to 15 cents, the pay heretofore. They will address the scrubwomen of Portland this week, and the state organization will soon be effected."

ABANDONS HOME.

NEW YORK, March 14.—A special to the Tribune from Greenwich, Conn., says: J. Kennedy Todd, the New York banker and yachtsman, has practically abandoned his home, Innis Arden, at Sound Beach and is "roughing it" with Mrs. Todd in a camp he has built in a woodland of the estate. The camp consists of two small rough shingled cabins and a couple of tents, the latter for dining and cooking purposes. One of the rough shingled huts was been the habitation of Mrs. Todd and a trained nurse since January 1. The other is occupied by Mr. Todd. In these rude huts the banker and his wife sleep by night and pass most of the day doing their own work and living the simple life in its simplest sense, spending as much time as possible in the open air. Mr. Todd has established the camp in the hope that by means of it Mrs. Todd who is a niece of Bishop Potter, may regain her health.

WHAT THE KIDNEYS DO.

Their Unceasing Work Keeps Us Strong And Healthy.

All the blood in the body passes through the kidneys once every three minutes. The kidneys filter the blood. They work night and day. When healthy they remove about 500 grains of impure matter daily, when unhealthy some part of this impure matter is left in the blood. This brings on many diseases and symptoms—pain in the back, headache, nervousness, hot, dry skin, rheumatism, gout, gravel, disorders of the eyesight and hearing, dizziness, irregular, debility, drowsiness, dropsy, deposits in the urine, etc. But if you keep the filters right you will have no trouble with your kidneys.

Mrs. S. Collins, of 679 High street, Salem, Ore., says: "Trouble with my kidneys and backache have caused me much annoyance for several years. Although I used a good many remedies I obtained no positive relief until my attention was called to Doan's Kidney Pills, and I procured them. They soon brought me effective benefit, eased the bearing down feeling through the back and loins and banished the aching and other symptoms that had annoyed me for so long. I have since learned of others who think the world of your reliable remedy, and gladly recommend it to all suffering from backache or kidney trouble."

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